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Hongkong Daily Press.

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1.15 p.m. to 1.45 p.m. ... Every 15 minutes
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3.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 8.00 p.m. ... Every 10 minutes
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10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.00 a.m. to 12.00 Noon ... Every 15 minutes
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Hongkong, 2nd April, 1908

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The Daily Press

HONGKONG, APRIL 6TH, 1908

When the Wise Man of the East, the Indian Sage, Sir JAMES MACKAY, came to put in order the maladministered finances of China, he made a boastful promise that he was about to remove from the land the curse of *Likin*. He was warned that the curse he was adopting was of all others that most calculated to rivet its chains still tighter. This was in 1902, and it is curious to observe how completely the prophecies of those who from long experience of China foretold the failure of his "practise band" have been fulfilled. With that fatal readiness to confound Chinese promises with Chinese performance which has been from the beginning of our intercourse the curse of the gushing young diplomat, Sir JAMES MACKAY, on the mere promise of Sir ROBERT HART, without any guarantee that he had authority to represent the Chinese Government, proceeded to barter away certain very tangible privileges, and increase both export and import duties one half. The concessions were accepted without demur by the authorities at Peking, but the corresponding reductions, which under Sir JAMES MACKAY's instructions he was to secure before parting with the extra duties, so far from being removed, have since increased enormously in their incidence everywhere; and besides this have in the face of the engagements entered into been introduced with all their evil consequences in all the Northern provinces where before they did not exist. It was pointed out at the time that this would be the logical and therefore inevitable consequence of the concessions that Sir JAMES MACKAY proposed to make.

Wise in his own conceit, and misled by Sir ROBERT HART who was in the affair simply the mouthpiece of the Palace party at Peking, Sir JAMES MACKAY yielded the most important points at issue, only to find that fulfilling the unauthorised promises made for it by the Inspector-General. It, of course, does not say much for Sir ROBERT HART's astuteness that he should have permitted himself to have been made the mouthpiece in such a questionable transaction, and it is only fair that we should look at the affair in the light in which he doubtless viewed it. As Inspector-General, when that office carried any political influence, Sir ROBERT HART had all his life been working to enhance the Imperial influence of Peking vis-à-vis the provinces. One by one provincial perquisites had been curtailed in the interests of the central Government, and when after the events of 1900 it seemed to the Foreign powers wise, in order to enable it to meet the new liabilities imposed on it, to make provision for the collection of certain dues previously classed as illegal, the collection was placed in the hands of the Inspector-General. To Sir ROBERT HART, who continued to be blind to the inner working of affairs, this step seemed enormously to enhance the dignity of his office, with the result that he lent the services of his staff to introduce, into North China the system of *Likin*, from which it had hitherto been exempt, and all the proceeds of the collection were paid over direct to Peking to the great satisfaction of the hangers-on of the Court. Unfortunately certain dues in the southern provinces had been allocated to meeting the engagements of 1900, and officers of the Maritime Customs being placed over these to ensure their collection, these likewise were diverted to Peking. Before 1900 certain shares in the Customs collections of the port, before remittances were made to Peking, were detained by the local officials in lieu of certain rights formerly surrendered. After 1900 these were rescinded, and the whole remitted. In addition to this, by the arrangement to which Sir JAMES MACKAY agreed, the rates of duty were increased fifty per cent, and the entire also sent up to Peking. The result of the diversion of all these revenues to the capital was that the provincials saw not only what seemed to them an unconstitutional strengthening of the Central Power, but a serious danger to their own exchequers. To permit the one levy on trade which was still available to them to be abolished—at the sole command of Peking, without compensation, and in view of the fact that Peking, contemplating still further demands on the provincial Customs, was more than flesh and blood could stand. Sir ROBERT HART had been made a tool of to bring about the new state of affairs, but as he was no longer useful, it was not necessary to redeem his promises, which had moreover been made without authorisation; so the double purpose was accomplished of getting the whole of the duties, new and old, remitted to Peking, and at the same time, without formally dismissing him, of reducing the office to insignificance, with the intention of abolishing the whole establishment as soon as a pretext could be invented.

Sir ROBERT HART had permitted himself, as we have seen, to be made a tool for the introduction of the iniquitous, and as far as trade is concerned, the suicidal system of *Likin* into the northern provinces. The time had come when his council was no longer necessary, and the old ways might be resumed with impunity. One of the worst, if not the very worst, of the effects of the *Likin* system as administered in China, is its enormous cost to the country in proportion to the actual amount obtained, the service being so inefficient that nearly the whole is absorbed in collection. A whole army of useless collectors amounting in each province to tens or hundreds of thousands are spread over the country at every crossing of roads, each of whom is authorised to prey at his discretion on trade. As each man in descending order has had to pay to his immediate superior for the right, it can be readily seen that supervision is impossible, while each man's takings depending on his ability to seize what fortune offers, it will be seen that he has every temptation to exact the utmost. Practically it is a system of simple piracy—that he may take who has the power, and he may keep who can. This is the system which Sir JAMES MACKAY's ignorant and wrong-headed action has been effective in rivetting worse than ever on the neck of the country. It was one of the reasons that helped on the construction of railways, whose projectors fondly hoped that with the construction of railways the work of the *Likin* gatherer would cease. It is one of the most potent proofs of the state of dependence into which the once powerful

and for commercial purposes most useful of institutions has fallen, that it permitted itself to be made use of to establish on the northern railways the most hateful and oppressive system of taxation ever conceived. Its latest development is in connection with the great main line from Shanghai, the great trade centre of China to Nanking, from whence is to start the trunk line to the capital. At first the line was left free, but apparently only till the *Likin* fiend had developed his plans for strangling the traffic. The first appearance was of an apparently unauthorised stranger in the receiving yard, who commenced making rather questionable movements. On being ordered off the premises he assumed an impertinent tone, whereupon the intruder was very properly told that if he did not go willingly he would be kicked out. The next heard of the affair was a demand from the provincial officials to know why their *Likin* officer had been assaulted. As half the board of directors are Chinese, nothing could be done, so that the Office is now regularly, or irregularly—established with a right to tax *ad libitum*, it being one of the peculiar features of the system that it is above tariffs, each operation being independent and a subject of private bargaining. The absurdity of the system might seem to ensure its abolition, or its being kept within bounds, but so many live on it, and such is the hold it has been permitted to obtain, that all the resources of the Province are sure to be engaged in its favour. Not the weakest acquiescing cause of this tenderness is, indisputably the growing opposition between Peking and the provincial administrations when everything is done by the latter to undermine and weaken the Central authority. We have lately shown how effective this feeling is in causing disorder, and how much of the actuating motives of the recent piracies on Northern rivers is to be attributed to this cause. The infliction of the *Likin* is on a par. The line of railway between Shanghai and Chinkiang has to stand the competition of water carriage, the line running the whole way parallel with the Imperial grain transport canal; and the local tariff rates have had to be fixed low to meet this alternative route. The imposition of an irregular tariff, such as is the *Likin*, is therefore calculated to stifle in the beginning this rising traffic, the benefits of which entirely accrue to Peking; and has doubtless been deliberately planned with this intention. The curious point which without an understanding of the hidden causes at work, would seem inexplicable, is that the Peking Government has guaranteed to pay interest on the capital expended on the construction of the line, and therefore has a direct interest in its success. In the face of this it appears as a consoling party to a scheme for actually rendering goods traffic impossible! Of course, being Chinese it sees this well enough; but such is the ill-feeling brought about by its recent attempts to hamper the provincial revenues, that the officers charged with the collection of the latter take every opportunity to cross the Imperial Government of the Empire.

Much sympathy is felt for Mr. E. V. Ratier, of the Kowloon Dock, in the loss of his youngest son, Gladstone Ratier, aged 16 years who died on board the "Hygea" a Saturday morning and was buried the same afternoon.

A third man who is alleged to have been concerned in the burglary at the Treasury was arrested on Saturday morning on board the *Macao* steamer, having just returned from the Portuguese colony.

Regulations have been made by the Governor-in-Council, under Section 5 of the Dogs Ordinance, 1903, (No. 5 of 1903), on 2nd day of April, that "No dog brought from the Straits and the Federated Malay States will be permitted to land in this Colony for a period of six months, from the 2nd day of April, 1908."

During March the wettest day was the 4th when the rainfall amounted to 0.45. The total for the month was 0.765, which compares favourably with 2.86; the mean for the last 25 years. Most sunshine was recorded on the 12th and 31st, when both days had 9.9 hours. The total for the month was 146.0 as against 8.4 the mean for the last 25 years.

The Kowloon police have arrested two men who are suspected of participating in the murder of three men on the hillside above Shatin at the end of last year. The three victims were found with their throats cut, their bodies partly torn off their heads, and their bodies terribly mangled. One of the murdered men, who was a steward on board the "Dakota," had a watch and \$30 in his possession and these were stolen.

The police launch No. 3 had an exciting journey last week when on the run to Taiipo one morning it was discovered that fire, apparently due to spontaneous combustion, had broken out in her coal bunkers, and was rapidly spreading, having burnt through the deck. Berth, Boulger and the crew had a hard fight with the flames which they succeeded in extinguishing after an hour's work. The launch is now undergoing repairs.

A special meeting of the Sanitary Board was summoned for this afternoon for the purpose of considering (1) Letter from Government forwarding copies of the Bill amending the Public Health and Building Ordinance 1903 with minutes by Mr. Lau Chu Pak. (2) Letter from Government forwarding copy of the Hansard report of the speech made by His Excellency the Governor on the Public Health and Building Amendment Bill and minute by Mr. Lau Chu Pak. (3) Correspondence relative to the amendment of the Public Health and Building Ordinance.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1908, as certified by the managers of the respective banks.

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	3,667,781	2,400,000
Hongkong and Shanghai Banking Corporation.	15,64,609	10,000,000
National Bank of China, Limited.	305,610	150,000
Total.	\$19,336,995	12,550,000

It is notified in the *Gazette* that a letter has been received from the Consul General for the Netherlands-India informing the Hongkong Government that the Governor General of Netherlands-India has decreed that all ships or vessels arriving from Hongkong or having called at this port are subject in Netherlands-India to a quarantine of five days from the date of departure from this port or since the last case of plague on board. Importation is temporarily prohibited of—Animal refuse, claws and hoofs, animal or human hair and bristles, hides, which are untanned and which are called or cured with arsenic, raw wool and rags, bags or sacks which have already been used, coming from Hongkong or transhipped at this port. Also is temporarily prohibited to import from Hongkong into Netherlands-India tapestry and used embroideries, unless they are transported as personal baggage or in consequence of change of residence.

APPOINTMENTS.

The following appointments are notified in the *Gazette*.

The King's Esquire: empowering Mr. B. G. Seane to be Consul General for Peru at Hongkong has received His Majesty's signature.

H. E. the Governor has been pleased to appoint Mr. C. Mol. Messer to act as Secretary of the Sanitary Board during the absence on leave of Mr. G. A. Woodcock, or until further notice.

His Excellency the Governor has been pleased to appoint Mr. H. H. J. Gomperts to act as Police Judge, Mr. J. H. Kemp to act as First Police Magistrate and Mr. J. R. Wood to act as Second Police Magistrate during the absence on leave of His Honour Mr. Justice. Wise and Mr. F. A. Haselard, or until further notice.

His Excellency the Governor has been pleased to appoint Mr. E. A. Irving to act as Registrar General during the leave of the Hon. Mr. A. W. Brewin, or until further notice.

His Excellency the Governor has, with the advice of the Executive Council, been pleased to appoint Mr. Arthur Chapman, V.D., to be a Director of the Widows and Orphans' Pension Fund in succession to Dr. Francis William Clark on leave.

Mr. L. S. M. Johnston returned to the Colony on the 2nd instant and resumed duty as Postmaster General.

Mr. G. H. Wakeman returned to the Colony on the 2nd instant and resumed duty as Land Officer.

His Excellency the Governor has been pleased, under instructions received from the Secretary of State for the Colonies, to appoint Mr. R. C. Barlow to be an Assistant Master at Saiyungpoo Anglo-Chinese School.

GUNS AND STORES.

IS THERE A SHORTAGE IN WAR MATERIAL?

Considerable anxiety is being felt in the Navy and Army over the heavy decrease in expenditure on guns, ammunition, torpedoes, and munitions of war. The attention of Parliament is to be drawn to the circumstances, and the Government will be asked to state what reserves for war they have in hand. The following are sums of the joint naval and military decreases arranged for during 1908:

Guns	£99,000
Ammunition	152,000
Torpedoes	364,000
Medical stores	6,500
Explosives and gun cotton	98,000
Furage	138,500
Total	£838,000

UNITED STATES AND JAPAN.

THE EXCLUSION AGITATION.

Washington, March 5. Members of Congress from the Pacific Coast are still agitating for the passing of a law totally excluding Japanese, but they have been able to make little headway because the President is opposed to legislation at this time.

An alliance, offensive and defensive, has now been formed between the Pacific Coast members, all of whom practically are Republicans, and the Southern members, all of whom practically are Democrats. Their common interest being prejudice against the yellow and black races. While there are very few Japanese in the South, the Southerners regard a Japanese much as they do a Negro, and are heartily in favour of upholding the racial superiority of the white man over coloured peoples, whether they are Africans or Asiatics. In return for help from the Southern members in securing the passing of a Japanese Exclusion Act the Pacific Coast members will support the Southern members in further restrictions on the Negro's exercise of the suffrage. It is considered doubtful, however, that a Japanese Exclusion Act can be passed in the present session of Congress.

TELEGRAMS.

(“DAILY PRESS” EXCLUSIVE SERVICE.)

WRESTLING.

LONDON, April 5th.
Gotch has defeated Hacken-schmidt.

INTER-UNIVERSITY BOAT RACE.

LONDON, April 5th.
Cambridge won from Oxford by two and a half lengths.
[This is the third win in succession for Cambridge.]

TELEGRAPHIC DELAY.

LONDON, April 5th.
The delay on the Indian Telegraph lines is caused by the discontent of the signallers.

THE NAVAL DISASTER.

LONDON, April 5th.
Thirty five of the crew of the “Tiger” were drowned when the torpedo boat destroyer was sunk on Friday in a collision with the “Berwick.”

[REUTERS SERVICE.]

THE TIENSIN-PAKAU RAILWAY LOAN.

LONDON, April 2nd.
The Tientsin-Pakau Railway loan has been largely oversubscribed, and it is worthy of note that Chinese applied for a considerable amount.

THE BRITISH REVENUE.

LONDON, April 2nd.
The actual surplus for 1907/1908 is about £5,000,000.

THE MACEDONIAN QUESTION.

LONDON, April 2nd.
Reuters learn that Great Britain and Russia are interchanging views on their respective Macedonian proposals, which may lead to Great Britain proposing an amalgamation of the two schemes in a manner to constitute an effective plan for reforms.

THE UNITED STATES AND MANCHURIA.

LONDON, April 2nd.
It is understood in Washington that the policy carried out by Mr. Fisher, the U. S. Consul in Harbin, is to be equally applied to Southern Manchuria. It is recognised that this is displeasing to Japan, but it is believed that the European nations interested in the Far East will support the United States.

GERMANY.

LONDON, April 2nd.
The German and Prussian loans (4 per cent) of £12,500,000 and £20,000,000 have been issued at 99½, in addition to which a banking syndicate has taken £10,000,000 of Prussian Treasury notes.

The Kaiser is at Osnabrück and has telegraphed most warmly to Admiral von Tirpitz on the Reichstag's adoption of the new naval programme, by which the most important stage of building up the navy has been reached; and in order to mark his gratitude the Kaiser has summoned Admiral von Tirpitz to the Prussian House of Lords.

CAPE COLONY ELECTIONS.

LONDON, April 3rd.
At the elections for the Cape Assembly, the South African party, who are Ministerialists, have gained ten seats.

REDUCING THE BRITISH NATIONAL DEBT.

LONDON, April 3rd.
Mr. Churchill, referring to the record of the Government, said that the reduction of the National Debt by £30,000,000 was an unparalleled feat.

LABOUR TROUBLES IN ITALY.

LONDON, April 3rd.
During a labour demonstration held yesterday in Rome, the crowd ignoring the summons to disperse, were charged by the troops who cleared the Square, killing three and injuring eleven. Twenty-one of the police were wounded. The situation in the town is disquieting; all the shops are closed, the trams have ceased running, and the garrison has been reinforced with troops who are distributed throughout the city.

A NEW STEAMER.

Not often does a steamer leave the slips of the builder and undergo its trial trip on the same day, but this was the experience of the “Chantaboon,” a steamer built by the Hongkong and Whampoa Dock to the order of the Norddeutscher Lloyd for Siamese river trade in the neighbourhood of Bangkok. The double event took place on Saturday and the results were highly successful, reflecting the greatest credit on the Dock Company. The new lighter, which is the sixth the builders have sent down to Bangkok for the same owners, has a length between perpendiculars of 152 ft. 6 in.; length over all 158 ft.; breadth moulded 29 ft.; depth moulded 11 ft.; height of bulwark 2 ft. 8 in.; extreme draught 9 ft. 3 in. She has two sets of vertical triple expansion surface-condensing engines, with a high pressure cylinder 34 inches in diameter, intermediate pressure 13½ inches, and light pressure 23 inches, in diameter, with a stroke of 15 inches. She has one cylindrical moulded steel boiler, return tubular, 11 feet in diameter and 10 feet long; Fox's patent furnaces, with a working pressure of 170 lbs. to the square inch. Her speed is 7½ knots an hour and carrying capacity 8,500 piculs.

For the launching ceremony there was a staging erected at the bow of the vessel. On this were accommodated a number of ship people interested and several guests. Mrs. Von Reigen, wife of the N. D. L. superintendent engineer, performed the ceremony of naming the boat. Speaking in German she said:—“I am asked by the Norddeutscher Lloyd to christen you Chantaboon.” With that she dashed a bottle of champagne on the side of the steamer which now began to move and soon slid down the ways, taking the water gracefully. A salvo of crackers and loud cheers signalled the happy event. Then Mr. Robert Mitchell, the chief manager of the Dock Company, presented Mrs. Von Reigen with a watch bracelet as a memento of the occasion, and the recipient expressed her thanks. Afterwards the company boarded the “Chantaboon,” which had taken the water with steam up and was gallily bedecked with bunting, and the vessel proceeded on her trial trip under the command of Captain Major. Near Aberdeen the tests were run and satisfactory results obtained. Tiffin was served on board, among those present being Mr. Robert Mitchell, Mr. Martin (chief engineer Dock Co.), Mr. and Mrs. Von Reigen, Captain Hermeling (captain superintendent N. D. L.), Mr. Nielsen (assistant engineer superintendent N. D. L.), Mr. and Mrs. Lambert, Mr. Graham, (manager of Kowloon Docks), Mr. H. L. Fletcher, Mrs. Richardson, Mr. Hand, Mr. T. Neave, Mr. Tully, Mr. Keith, and others. After tiffin, Mr. MITCHELL proposed the toast, “Success to the Chantaboon.” He remarked that it was a departure from their usual custom to have a trial trip on the same day as the launching of a new boat. But when he was asked if it could be arranged, he said it could, because he had every confidence in the staff (applause). Their trip that day showed his confidence was justified (applause). He thought they would all agree that the vessel had done very well indeed. The launch they had seen that day was the sixth vessel of her class that the Dock Company had built for the Norddeutscher Lloyd, and he was very glad to say that they had another one on order. That went to show that the Norddeutscher Lloyd had every confidence in the work of the Dock Company (applause).

The toast having been honoured, Captain HERMELING invited those assembled to drink to the health of the Dock Company's staff. He had seen the sister ships of the one they were aboard working at Bangkok, and they were doing splendid work. The vessels had given the Norddeutscher Lloyd every satisfaction. Those who knew all about ships could look over the “Chantaboon” and see everywhere evidence of first class work. The Dock Company had earned a name in the East as a first-class shipbuilding firm, and it was their staff who did the first-class work. He trusted that staff would always remain as they were to-day (applause).

Mr. NEAVE, in reply, said such commendations were pleasing to hear, and he thanked Captain Hermeling for them. He hoped the Dock Company would always retain its present position (applause). This concluded the proceedings.

DISCOVERY OF A MAMMOTH.

The St. Petersburg Academy of Science has just despatched a well-equipped expedition to the valley of Santur in Northern Siberia, in order to excavate the remains of the mammoth which has been discovered 300 yards from the village of Kasahli. The exhumation and part of the right foreleg were exposed through the action of water and half-covered flesh was found adhering to the bones. The Arctic foxes had actually begun to eat it, and water has now been poured over the exposed remains so as to form a protective coating of ice.

The scene of the discovery is so remote that the journey there will occupy the expedition two months. The remains will be transported by some fifty sleighs, drawn by reindeer, to the River Lena, and the final stage of the journey from Irkutsk to St. Petersburg will be completed by train. Russian scientists attach the greater value to the discovery, inasmuch as the mammoth now exhibited in the Zoological Museum at St. Petersburg is known not to have reached full development. It is estimated to have attained only 25 years.

These mammoths are believed to have lived about 100,000 years ago. The remains of the first one discovered were in such an excellent state of preservation that some of the remnants of flesh, after being thawed, salted, and cooked, were actually eaten out of curiosity by some Russian scientists.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charman, Lait Charman and Special Skin Tonic and Poudre Charman will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

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NEW SEASON'S MODELS
JUST ARRIVED
BABY GRANDS
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COTTAGE PIANOS
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SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York-Building, Chater Road.
Hongkong, 13th November, 1907. [37-2]

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OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE
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HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
As Suppliers to the House of Commons
COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Storerooms will
be open at 10 A.M. and 4 P.M. daily. Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong, 1st April, 1908. 43

TO LET

LARGE OFFICE ROOM on First Floor
at No. 16, DES VŒUX ROAD.
Apply to—**FRED. BORNEMANN,**
No. 16, Des Vœux Road Central.
Hongkong, 23rd January, 1908. 144

NO. 4, BARROW TERRACE, Kowloon,
Cheap Rental.
Apply to—**SPANISH PROCURATION.**
Hongkong, 2nd April, 1908. 666

THE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, opposite
the General Post Office. The Rooms are
light, spacious and well ventilated. Very
moderate rent. Immediate Possession.
Apply to—**YEE SANG FAT & CO.**
Same address.
Hongkong, 28th January, 1907. 270

HOUSE in KENNEDY ROAD, Healthy
Locality.
4 ROOMED HOUSES in Morrison Hill
Gap Road, suitable for Married Couple with
Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL".
Buildings. Rents low.
No. 2, CHANCERY LANE. 6 ROOMED
HOUSE fitted with Electric Light. Central
Locality.
Apply to—**PERCY SMITH & SETH,**
Accountants & Auditors, &c.,
Queen's Road Central.
Hongkong, 19th March, 1908. 568

TO LET

4 and 5 ROOMED HOUSES in Kowloon.
COMMODOUS SHOP in Des Vœux Road
Central, Hongkong. Immediate possession.
Moderate rentals.
Apply to—**HUMPHREYS ESTATE &
FINANCE CO., LTD.**
Hongkong, 2nd April 1908. 646

TO LET

EITHER Side of the **DOUGLAS**
WHARF.
Terms on Application to—
DOUGLAS-LAPRAIK & CO.,
General Managers
DOUGLAS STEAMSHIP CO. LTD.
Hongkong, 31st March, 1908. 637

TO LET

TO LET

KOWLOON MARINE LOT 43, Yau Ma Tei.
Area 85,200 square feet and with 255
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.
Apply to—**HUMPHREYS ESTATE &
FINANCE CO., LTD.**
Hongkong, 18th January, 1908. 221

TO LET

A HOUSE in KNOTSFORD TERRACE
KOWLOON.
No. 3, CANTON VILLAS.
Apply to—**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.**
Hongkong, 1st April, 1908. 186

TO LET

CHAMBERS in No. 2, WINDHAM
STREET, Moderate Rent.
First Floor of No. 6, Queen's Road,
Central, comprising Six Large Rooms
and Outhouses suitable for business. Pre-
mises or Dwellings, now occupied by
FRED. BORNEMANN.
Apply to—**DAVID SASSOON & Co. Ltd.**
Hongkong, 26th February, 1908. 96

TO LET

OFFICES and **ROOMS** on the 1st and 2nd
Floors of No. 14, DES VŒUX ROAD
CENTRAL, (formerly occupied by Messrs.
SHAWAN, TOMES & Co.).
Apply to—**THE COMPADORE DEPT.,
JARDINE, MATHESON & Co. Ltd.,**
Consignment Road Central.
Hongkong, 25th February, 1908. 208

TO LET

"GLENWOOD" CAIRN ROAD, suitable
for a Boarding house or Club. Con-
taining 26 Rooms.
OFFICES in Bank Buildings, Top Floor.
From 1st July, 1908.
No. 8, BELILIOS TERRACE, 1st Row
Corner House.
BEACONSFIELD ARCADE, Fine Offices
and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, (over Caldwell MacGregor).
OFFICES in Queen's Road Central.
BELILIOS TERRACE HOUSES,
ROBINSON ROAD.
LADBROKE, No. 9, CONDUIT Road,
8 Rooms, Furnished or Unfurnished from
15th April, 1908. Large Servants' Quarters
and full-sized Tennis Court.
No. 3, DUDELL STREET Shop.
No. 2, DES VŒUX VILLAS (Prest).
No. 57, PRAYA GRANDE, Macao.
Apply to—**LINSTEAD & DAVIS,**
3rd Floor, Alexandra Building.
Hongkong, 1st April, 1908. 189

TO LET

NO. 27, 31 and 33, SEYMOUR ROAD.
Apply to—**SAM WANG CO., LTD.,**
81, Queen's Road Central.
Hongkong, 27th November, 1907. 90

TO LET

OFFICES in ALEXANDRA BUILDINGS.
Apply to—**SECRETARY,
A. S. Watson & Co., Limited.**
Hongkong, 23rd April, 1907. 91

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—**COMPADORE'S DEPARTMENT,
Nippon Yusen Kaisha.**
Hongkong, 3rd June, 1906. 188

TO LET

GODOWN No. 3 NEW PRAYA, Ken-
nedy Town.
Apply to—**HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.**
Hongkong, 1st April, 1908. 260

TO LET

IMMEDIATE POSSESSION.
GODOWN at Davies Street, Kennedy
Town, lately occupied by the STANDARD
OIL COMPANY.
Apply to—**CHATER & MODY.**
Hongkong, 24th March, 1908. 602

TO LET

ONE FOUR-ROOMED HOUSE at Praya
East, near East Point.
Apply to—**JARDINE, MATHESON & Co., LTD.**
Hongkong, 23rd March, 1908. 93

TO LET

OFFICES on Top Floor No. 2, Consignment
Road, facing the Cricket Ground.
HOUSES in Wang Nei Chung Road.
No. 10, DES VŒUX ROAD CENTRAL,
1st floor.
"HATTERLEIGH" Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit
Road.
OFFICES in YORK BUILDINGS.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, Des Vœux Road
next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.
Apply to—**THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.**
Hongkong, 1st April, 1908. 86

TO LET

"FAIRVIEW," No. 1, Robinson Road.
Hongkong, 6 big Rooms, nice view of
harbour.
Apply to—**Messrs J. ULLMANN & Co.,**
31, Queen's Road.
Hongkong, 1st April, 1908. 382

TO LET

FIRST Class European Houses, Lochiel
Terrace and Humphreys Avenue, Kow-
loon.
Apply to—**TAM TSE KONG,**
Care of Hip On Insurance, Exchange and
Loan Co., Ltd., 42, Bonham Strand, West.
Hongkong, 1st October, 1907. 94

ANTUNG.

(Continued from page 3)

tenants, the Japanese have demanded a yearly
rental of from 40 to 50 yen per shien in cases
where the purchase price paid by them did not
exceed from 14 to 20 yen. [Of course all this
was "hearsay" evidence.—Ed.] All of these
cases are in the so-called Japanese "railway
settlement", a township whose boundaries
literally run along the crests of the hills behind
the city, where the defining timber monuments
can be seen against the sky. But even in the
Chinese city itself many buildings,
the largest and most desirable, are still
occupied by Japanese police, gendarmes, and
railway guards, held by the Japanese in spite of
express provision for their return contained in
the Kemura Convention of 1905, and reaffirmed
in the supplementary agreement concluded
between the Viceroy and the Japanese
Consul General at Mukden in 1907. Over
and against these crying abuses all that can
be said by way of palliation is, that since the
coming of the foreign Consuls and the changes
in personnel above-mentioned, no new acts of
invasion have been committed, and a tract of
land on the river north of the native town,
which has been for a long time held by the
Japanese military authorities without any bene-
fit to themselves and with considerable incon-
venience to the Chinese, was finally restored to
the Japanese last September.

Closely connected with the matter of the
railway settlement is the question of a railway
bridge across the Yalu from New Wiju to
Antung which is now being laid before the
Tokyo Government by the American and British
Embassies. The plan of the railway adminis-
tration office, connected with the Residency-
General of Korea, was to run a substantial and
continuous structure from the Korean side to a
point in the southern section of the Japanese
settlement. Inasmuch as this situation on the
Manchurian side is down stream and well to the
south of the Chinese city the erection of a
bridge without a draw will effectually cut off
the Chinese from any use of the port for ship-
ping except through the Japanese settlement.
Fortunately strong representations have been
made at Tokyo by both the British and American
Ambassadors on advice from their respective
Consuls at Antung, and it now seems reasonable
to hope that, when the bridge is built, it will be
of a character to admit equality of opportunity
to foreign and Chinese interests.

In the matter of the Customs, the long delay
of the Chinese in enforcing import duties on
the Russo-Chinese frontier has never been ad-
vanced by the Japanese as an objection against
the existence of a Custom House at Antung as
it has been to the continuation of that duty.
The chief reason for this apparently hostile attitude
is that, on account of the comparative isolation
of this region, Japanese goods entering through
the port have not been forced to meet
duty-free Russian imports from the north. The
Imperial Customs Commissioner, established at
Antung in March 1907, has been quite unable
to place the service upon a sound basis. For
example vessels anchoring on the Korean side
of the river with cargo for Antung claim
exemption by reason of anchorage jurisdic-
tion, from the regular tonnage dues. Fur-
thermore, smuggling, even on the part
of well-known firms, is frequent, and
unchecked by the Japanese authorities, who
also refuse to pay the regular Customs dues on
timber exported by the Japanese Timber Bureau.
Chinese competition is thus rendered well nigh
hopeless since the low price at which the Bureau
appropriates its timber places the Chinese mer-
chants at an initial disadvantage which, if in-
creased, would be fatal.

All of the above questions are in a very broad
view debatable, although injustice and hardship
are undoubtedly produced by the status quo
pending their settlement. It remains to speak
of another matter which cannot be deflected.

In Manchuria, under the strong government
of Hsu Shih Chang and Tang Shao Yi, the
opium and gambling evils, never so prevalent
in the Three Eastern Provinces as elsewhere in
China, have practically been stamped out. In
Antung, with its shifting coolie population
from Shantung and the south, it has, however,
been particularly difficult to eradicate these
evils. Nevertheless, in the spring of 1907 they
were closed, and their inmates and proprietors
driven out of the Chinese city. Within a month
this entire body of emigrants, their numbers
swelled by both Japanese and Chinese recruits,
were established and doing a flourishing busi-
ness in the Japanese settlement. They have
continued to maintain themselves there ever
since. At the present time, owing to the
absence for the winter of almost all the timber
coolies, the number of these dens of vice
has decreased by nearly 40 per cent. But
there are now running openly in the
Japanese city, by actual count, 69 opium shops,
one large gambling establishment and 10 outdoor
gambling booths. As the diminution has not
been in any way due to reformatory measures
the return of the coolies in the spring will
probably re-open the dens now closed. The
portion of the Japanese settlement occupied by
these industries has been leased at an excellent
figure to one Wang, a Chinese, who styles
himself Adviser to the Japanese Municipal
Council. Wang leases dues up to his consti-
tuents, which in the busy season amount to as
much as 25,000 yen per month, from which
budget 6,000 yen is paid monthly to the Japanese.
The Chinese Police Magistrate continues his
efforts to check the spread of these vices outside
the alien limits, but the contagion always tends
to spread from the fever spot, and his and other
efforts for the cleaning up of Antung must,
under the present status, remain futile.

Much remains to be said of this most interest-
ing international situation. There are many
incidents and anecdotes which are bound to
impress one, even in a few days' residence, as
typical and significant of the forces and
situation developing along the Yalu.
It is a well known fact that in Antung, a
port which they have particularly exploited,
not a single Japanese enterprise is making

money except the Timber Bureau and the
Mitsui Bussan Kaisha. The representative of
the Yokohama Specie Bank says he can no
longer make loans to local Japanese firms for
lack of sufficient security. Of the 1,000
Japanese houses built in Antung, 400 are
standing empty, the occupants of some unable
to sustain their precarious existence, and the
builders of others too sanguine as to the
immediate future of leasehold property. In-
less than a year the Japanese population of
Antung has fallen from 5,122 in 1907 to 4,900
at present. The Chinese do not buy from
Japanese merchants to any appreciable extent,
and in February last, the chief Chinese
merchants of the port formally agreed, in a
meeting called for that purpose, not to make
contracts with the Japanese either for delivery
or sale. What the future south-eastern Man-
churia will be it is difficult now to state. The
answer depends chiefly upon how the Timber
rights, the Chienso Boundary, and the Antung-
Mukden Railway and Mining questions are
adjusted.

SHARE REPORT.

Messrs. Misch & Co. say in their weekly
share report dated Hongkong, 4th April, 1908.—
There has been less business doing during this
week than during the previous one, but the
tendency of the market has been much firmer,
and it is the unwillingness of holders to sell
which has in many cases prevented larger trans-
actions. The sterling demand rate of exchange
on London closes at 1s. 10½, while rates on
Shanghai are the same as reported last, the
three days' sight Private rate for Shanghai on
this being wired with Tls. 7½. Barilver in
London is quoted 25 7/16d., and Consols 297½.
The Bank of England rate of discount is still 3
per cent., but the private market rate has gone
down to 2½ per cent.

BANK SHARES.—Hongkong and Shanghai
have been done in fair quantities first at \$89½,
and finally at \$89½. At latter rate shares are
still to be had. The London rate is 274.
Nationals are wanted at 51.

MARINE INSURANCE SHARES.—Unions are
offering at \$34½; China Traders have buyers
at \$91; Other stocks under this heading are
unchanged and without transactions.

FIRE INSURANCE SHARES.—Hongkong
have small buyers at \$30½, but Chinese are on
offer at \$39, with probable buyers at \$38.
Other Fire Shares.—Small lot of Hongkong,
Canton and Macao Steamboats changed owners
at \$29 and \$31; at the lower rate there are
buyers, but a few shares are on offer at \$29½.
Indo-Chinas are unchanged. China and Manilla
have improved to buyers at \$14, while Douglases
are quiet at \$9. Sea Farries can be placed at
\$304 for old, and at \$15 for new shares. Shell
Transports have advanced to buyers 45s, the
London rate being sellers at 45. 61. Union
Waterboats are in request at \$12.

REFINERIES.—China Sugar have followed
steadily the upward course which set in two
weeks ago, and up to \$130 has been paid, at which
figure, however, the market closes quiet. Levsons
are unchanged.

MINING SHARES.—Charbonnages are un-
changed. Rubis sold at rates ranging between
\$8 and \$9; closing firm. Chinese Engineering
and Mining Company's shares can be placed at
Tls. 15½.

DOCKS, WHARVES, GODOWNS, &c.—Hong-
kong and Whampoa Dock Company's shares
have found buyers at \$100 and more shares are
wanted. Pacifics have sellers at \$13. New
Army Docks are quiet at \$10; Shanghai and
Docks are rather weak at Tls. 30. Hongkong
and Kowloon Wharves sold and have sellers at
\$38 Shanghai and Hongkong Wharves are still
in demand at Tls. 220, further shorts having to
be covered for the next three months' settle-
ments.

LANDS, HOTELS AND BUILDINGS.—Hong-
kong Lands can be got at \$100, Kowloon
Lands fetched \$5. West Point is quiet at
\$49. Hongkong Hotels have dropped to sellers
at \$97. European Estates have been done in
fair quantities at \$10, and a few more are wanted.
Shanghai Lands are unchanged at Tls. 108.

COTTON MILLS.—Unchanged and without
business.

SUNDRY MANUFACTURING COMPANIES.—
Green Island Cement shares sold at rates rang-
ing between \$11½ and \$11½, and more shares are
on offer. Ropes are firm at \$24½, as the final
dividend of \$120 per share paid on 30th a time.
Other stocks under this heading are without
sales and unchanged.

MISCELLANEOUS.—Cambsell, Moore and
Co.'s have dropped to sellers at \$5. China-
li ropes sold at \$11. China Providents have
been fixed at \$9 and \$8½, and have further
buyers at the lower, and sellers at the higher
figure. Peak Tramways sold at \$13 for old and
\$2 for new shares. Langkats improved up
North to Tls. 480, but at that rate sellers rule
the market. There is nothing to report in
other stocks under this heading.

WHITELEY'S
THE BIGGEST STORE
IN THE WORLD.
HIGH QUALITY. MODERATE PRICES.
PROMPT ATTENTION.
General Illustrated Catalogue (1250 pages, or
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inquirers).
WM. WHITELEY, Ltd.,
UNIVERSAL PROVIDERS,
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LONDON, W.

BENGER'S
A Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.
When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.
Benger's Food is sold in Tins by Chemists, &c., everywhere.

It's the Quality that tells.

van Houten's

IS THE
FINEST COCOA IN THE WORLD.

74-14

Science met Art in hand-in-hand making Welsbach not
only the most efficient, but the most elegant light.

Welsbach

GLOBES FOR
UPRIGHT BURNERS

GLOBES FOR
INVERTED BURNERS

GLOBES AND FITTINGS.

For household lighting Welsbach have
the largest selection of artistic globes and
gas fittings; clear globes, opal globes,
frosted globes in every shape and design,
with effects in Brown, Blue, Pink, Orange
Citron, Lemon, etc.

The thousands of fittings comprise
Pendants and Brackets for upright or
inverted lighting in solid brass, lacquer,
wrought iron and bright copper, oxidised
steel and antique copper effects to suit all
tastes and pockets.

Particulars and catalogues may be
obtained of the Sole Agents for the
Welsbach Incandescent Gas Light Co.,
Ltd., London.

SOLE AGENTS FOR CHINA:
WILKS & JACK, LTD.,
14, DES VŒUX ROAD CENTRAL, HONGKONG.

648

PURE MILK FOR BABIES.

The Allenburys' Foods.

The "Allenburys' Milk Foods are the nearest approach to maternal milk that science has yet achieved. They provide, when used as directed, a complete diet for infants; promote vigorous health and growth; make firm flesh and strong bones; and are so graduated as to give the maximum quantity of nourishment the child is capable of digesting, according to age. Diarrhoea, digestive and stomach troubles are avoided when these foods are given, as by the method of manufacture, they are absolutely devoid of noxious germs, and therefore safer than, and superior to, cow's milk, especially in hot weather. The Milk Foods are made instantly by the simple addition of hot water only, and are alike suitable for the delicate infant and the child in robust health.

PAMPHLET ON INFANT FEEDING SENT FREE.

ALLEN & HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

SHIPPING

ARRIVALS.

ACHILLES, British str., 4484, R. C. Thompson, 5th April—Liverpool 22nd February, and Singapore 31st Mar. General—Batterfield & Swire.
 AMIGO, German str., 892, Frandsen, 5th April—Haiphong April 1st, and Hoihow 4th. Rice and General—Joban & Co.
 CHINOT, British str., 1450, W. B. Brown, 4th April—Australia via Manila 1st April, General—Batterfield & Swire.
 CHUYEN, Chinese str., 5th April—Canton, Fukura Maru, Japanese str., 1946, H. Sakamoto, 3rd April—Mojito 29th March. Coal—Mitsui Bishi Goshi-Kaisha.
 CHAZER, British str., 3125, D. A. Cave, 4th April—Singapore 30th March, General—Dodwell & Co.
 JOSEPH MARU, Japanese str., 202, H. S. Smith, 3rd April—Tamsui via Amoy and Swatow 2nd April, General—Osaka Shosen Kaisha.
 PETCHANG, German str., 2100, C. Wolf, 3rd April—Bangkok and Kohaichang 27th March, Rice and Wood—Norddeutscher Lloyd.
 SEXTA, German str., 992, Desler, 3rd April—Swatow 29th March, Rice—Siemens & Co.
 SILENT, German str., 3138 J. Balke, 3rd April—Hamburg 1st Feb. General—Hamburg America Line.
 TOMA MARU, Japanese str., 3702, J. Nagao, 5th April—Saidie 3rd March, via Shanghai 2nd April—Flour—Nippon Yusen Kaisha.
 WRAY CASTLE, British str., 2717, H. McDowell, 5th April—Shanghai 1st April, General—Dodwell & Co.

DEPARTURES.

4th April.
 BERNALDE, British str., for Nagasaki.
 DELHI, British str., for Europe, &c.
 GLENCOLE, British str., for Amoy.
 HITACHI MARU, Japanese str., for Yokohama.
 MANDAL, Norwegian str., for Saigon.
 MEKONG, Chinese str., for Shanghai.
 SHANTLEY, British str., for Saigon.
 TAMSUI, British str., for Shanghai.
 TAIPAN, British str., for Shanghai.
 YOKOHAMA, British str., for Manila.
 YUK-SANG, British str., for Manila.
 ZAFIRO, British str., for Manila.
 5th April.
 APPALACH, British str., for Palembang.
 CHIEFLI, British str., for Hoihow.
 HAYTER, British str., for Coast Ports.
 ITHAKA, German str., for Chingkiang.
 J. DIEDERHOFSEN, German str., for Swatow.
 JOSEPH MARU, Japanese str., for Swatow.
 LOYAL, German str., for Hongkong.
 NORD, Norwegian str., for Teikwang.
 PRINZ WALDEMAR, Ger. str., for Yokohama.
 RABAU, German str., for Swatow.
 SAKAI, German str., for Haiphong.
 SHAN, British str., for Saigon.
 TAIKIN, Dutch str., for Batavia.
 YATSHING, British str., for Kebu.

SHIPPING REPORTS.

The British str. Ghaete reports: Light winds, smooth sea, foggy.
 The British str. Achilles reports: Fine clear weather, light breeze, Hongkong then foggy.
 The German str. Petchang reports: Fine weather and small sea, the last day fog.

VESSELS IN DOCK.

14th April.
 ABERDEEN DOCK.—Neil Melch, Sorogon Quarta, Lightning, H.M.S. Hardy, H.M.S. Moorhen, Nanking, Haimun.
 COSMOPOLITAN DOCK.—America Maru.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."
 Captain A. E. Gentile, will be despatched for the above ports TO-MORROW, the 7th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 2nd April, 1908. 608

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, P. L. H. O. U. L. AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, GULF, CENTRAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."
 Captain C. H. S. Toque, carrying H.B. Majesty's Mails, will be despatched from this port for Bombay &c. on SATURDAY, the 18th April, at Noon, taking passengers and cargo for the above port in connection with the Company's S.S. "Himalaya," 7000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALDONIA," due in London on 9th May, 1908.
 Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 F. J. ABBOTT, Acting Superintendent.
 Hongkong, 6th April, 1908.

TOYO RISEN KAISHA, SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO AND IQUIQUE, via JAPAN PORTS (Kobe and Yokohama).
 With Liberty to call at Honolulu and Salina Cruz.

Steamers Tons
 "KASATO MARU" 6100
 Sometimes First half of April.
 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager, York Building.
 Hongkong, 18th February, 1908. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections common log from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	MALTA	Brit. str.	—	C. H. S. Toque	P. & O. S. N. Co.	On 18th inst., at Noon.
HAYRE, ROTTERDAM & HAMBURG &c.	BELORAVIA	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	On 9th inst.
HAYRE & HAMBURG via STRAITS &c.	LIEBHIA	Ger. str.	k.w.	K. Wiegner	HAMBURG-AMERICA LINE	On 21st inst.
HAYRE, LONDON & ANTWERP via SUEZ CANAL	GLORVING	Ger. str.	k.w.	Bable	MCGREGOR BROS. & GOW	On 28th inst.
HAYRE & HAMBURG via STRAITS &c.	SILVER	Ger. str.	k.w.	Eichhorn	HAMBURG-AMERICA LINE	On 10th May.
HAYRE & HAMBURG via STRAITS &c.	TOURANE	Fr. str.	—	Lancolin	HAMBURG-AMERICA LINE	On 24th May.
MARSEILLES &c. via PORTS OF CALL.	TRANQUER	Dan. str.	—	G. W. Gordon	MESSENGERS MARITIMES	On 14th inst., at 1 P.M.
MARSEILLES, HAYRE & COPENHAGEN	BONKO	Brit. str.	—	Müller	MELCHERS & CO.	Beginning of April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SAMBIA	Ger. str.	k.w.	C. H. Butler	P. & O. S. N. Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAMBA MARU	Jap. str.	—	Wm. Melbridge	HAMBURG-AMERICA LINE	On 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INABA MARU	Jap. str.	—	G. Roth	NIPPON YUSEN KAISHA	On 15th inst., at D'light
NAPLES, GENOA, ALGERIE, GIBRALTAR &c.	PRINCESS ALICE	Ger. str.	—	Belits	NIPPON YUSEN KAISHA	On 28th inst., at D'light
NAPLES & GENOA via SINGAPORE &c.	LEVANZO	Ital. str.	—	G. Macdonell	CANTOWITZ & CO.	On 8th inst., at Noon.
TRIESTE &c. via SINGAPORE &c.	PHESIA	Aut. str.	—	Macdonell	SANDER, WIELER & Co.	About 21st inst.
NEW YORK	WILY PRINCE	Am. str.	—	Macdonell	ARRHOLD, KARBURG & Co.	About 21st inst.
BOSTON & NEW YORK	WILY CASTLE	Brit. str.	—	Macdonell	DOODWELL & Co., Ltd.	To-morrow.
VANCOUVER via SHANGHAI JAPAN &c.	EMPEROR OF INDIA	Brit. str.	—	Macdonell	CADAMIAN PACIFIC R. Co.	On 9th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	—	Macdonell	CADAMIAN PACIFIC R. Co.	On 22nd inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	TYFA MARU	Jap. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. &c.	SHINANO MARU	Jap. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
VICTORIA, B.C. & TACOMA, WASH. &c.	KUMERIC	Am. str.	—	Macdonell	DOODWELL & Co., Ltd.	On 14th May.
CALLAO AND IQUIQUE, via JAPAN PORTS &c.	KASATO MARU	Jap. str.	—	Macdonell	DOODWELL & Co., Ltd.	First half of April.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
AUSTRALIAN PORTS via MANILA	PRINCE WALDEMAR	Ger. str.	—	Macdonell	DOODWELL & Co., Ltd.	On 21st inst., at 4 P.M.
AUSTRALIAN PORTS via PORT DARWIN	EMPIRE	Brit. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
COASTAL PORTS via MANILA	KUMANO MARU	Jap. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
KOBE AND YOKOHAMA	KANAGAWA MARU	Jap. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
JAPAN	YUBODAS	Brit. str.	—	Macdonell	JAVA-CHINA JAPAN LINE	Quick despatch.
PHIENTHIN	CHONGHONG	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	To-day.
SHANGHAI, YOKOHAMA & KOBE	LAOSAN	Ger. str.	k.w.	Macdonell	HAMBURG-AMERICA LINE	To-day.
SHANGHAI, YOKOHAMA & KOBE	SILEBIA	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	To-day.
SHANGHAI	KWONGKANG	Brit. str.	—	Macdonell	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
SHANGHAI	KIUKIANG	Brit. str.	—	Macdonell	MELCHERS & CO.	About 8th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YOROK	Ger. str.	—	Macdonell	P. & O. S. N. Co.	About 11th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—	Macdonell	MESSENGERS MARITIMES	On 13th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	AUSTRALIAN	Brit. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	Macdonell	OSAKA SHOSSEN KAISHA	On 14th inst., at 10 A.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHOSHUN MARU	Jap. str.	—	Macdonell	P. & O. S. N. Co.	About 16th inst.
SHANGHAI via SWATOW, AMOY & FOCHOH	OCUBANA	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	On 1st May, at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOH	KUTSANG	Brit. str.	—	Macdonell	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI via SWATOW, AMOY & FOCHOH	THILATAP	Brit. str.	—	Macdonell	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	PAOTING	Jap. str.	—	Macdonell	OSAKA SHOSSEN KAISHA	On 12th inst., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	DAIIN MARU	Jap. str.	—	Macdonell	DOODWELL & Co., Ltd.	On 10th inst., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	HAOKING	Brit. str.	—	Macdonell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	LOONGKANG	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	RUBI	Brit. str.	—	Macdonell	SHIRWAN TOMES & Co.	On 17th inst., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOH	YUNSHANG	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI via SWATOW, AMOY & FOCHOH	ZAFIRO	Brit. str.	—	Macdonell	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOH	KALFONG	Brit. str.	—	Macdonell	MELCHERS & CO.	Middle of April.
CHENG & HONGKONG	BOSSO	Brit. str.	—	Macdonell	NIPPON YUSEN KAISHA	On 8th inst.
KUDAT & SANDAKAN	TAKASAKI MARU	Jap. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
BOMBAY via SINGAPORE & COLOMBO	CHUNSHAN	Brit. str.	—	Macdonell	DAVID SASSOON & Co., Ltd.	To-morrow, at 3 P.M.
SINGAPORE & SOUTHERN	LIGHTNING	Brit. str.	—	Macdonell	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOONGSANG	Brit. str.	—	Macdonell	JAVA-CHINA JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	TIPIANAS	Dut. str.	—	Macdonell	JAVA-CHINA JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.						

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUDI	2540	R. W. Almond	Manila	On 11th April, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 18th April, Noon.

For Freight or Passage apply to

SHEWAN TOMES & CO., GENERAL MANAGERS

Hongkong, 6th April, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 19th March, 1908.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPEROR LINE." Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
R.M.S. "EMPEROR OF INDIA" 6400	...	THURSDAY, 9th April ... 27th April	...
"MONTEAGLE" 6168	...	WEDNESDAY, 22nd April ... 16th May	...
"EMPEROR OF JAPAN" 6400	...	THURSDAY, 7th May ... 26th May	...
"GLENFARG" 6400	...	WEDNESDAY, 21st May ... 18th June	...
"EMPEROR OF CHINA" 6400	...	THURSDAY, 4th June ... 22nd June	...
"LENNOX" 6400	...	WEDNESDAY, 17th June ... 16th July	...

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon. The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the C.P. NEW PALATIA "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 291 days from HONGKONG.

First Class rates include out of Meals and Berth in Sleeping Car while crossing the American Continent. R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blakeio

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAYRE, & COPENHAGEN	"TRANQUEBAR" ...	beg. of April.

For Further Particulars, apply to MELCHERS & CO., Agents.
 Hongkong, 27th March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6232	Cowley	On 14th May.
SHAMUT	9666	E. V. Roberts	On 30th May.
TREMONT	9666	T. W. Garlick	On 19th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw S.S. "SHAMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 19th March, 1908.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c. TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES. FOREIGN MONIES EXCHANGED. LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 11, DES VOEUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "WRAY CASTLE" ... 7th April.
 S.S. "SIKH" ... 28th April.
 For Freight and further information, apply to
 DODWELL & CO., LD., Agents.
 Hongkong, 3rd April, 1908. 522

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies)

STEAM FOR NAPLES AND GENOA.

(without transshipment in Bombay),

VIA SINGAPORE, PENANG AND BOMBAY.

(Taking Cargo at Conference Rates less 2/6 and Usual Rebates).

For further information, apply to

CANTOWITZ & Co., Agents.

Hongkong, 1st April, 1908. 4

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"TUDOR PRINCE."

Capt. Macdonell, will be despatched for the above Port on or about TUESDAY, the 21st April.

For Freight apply to

ARNHOLD KARBURG & Co., Agents.

Hongkong, 12th March, 1908. 523

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP VIA SINGA- PORE, PENANG, COLOMBO and PORT SAID	BORNEO Capt. G. W. Gordon, R.N.R.	About 8th April	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Capt. C. B. Denny, R.N.R.	About 11th April	Freight and Passage.
SHANGHAI	OCEANA Capt. W. Haywood, R.N.R.	About 16th April	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MALTA Capt. C. H. S. Toogno	Noon, 18th April	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT
Acting Superintendent.

Hongkong, 6th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 7th April, 4 P.M.
SHANGHAI	"KIUKIANG"	On 8th April, 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 9th April, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 11th April, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 31st April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th April, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINCESS ALICE" Capt. G. Both	Wedday, 8th April, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YOROK" Capt. J. Handermann	About Wed'day 8th April
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von Sanden	Thursday, 23rd April, at 5 P.M.
KUDAT & SANDAKAN	"BOENBO" Capt. F. Smüll	Middle of April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MILNER & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th April, 1908.

OSAKA SHOEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"DAIJIN MARU" Capt. I. Sakurai	SUNDAY, 12th April, at 10 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CHOSHUN MARU" Capt. M. Nakoto	TUESDAY, 14th April, at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. LANGBANK ... 6th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA ... 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILESIA ... 6th April	FOR MARSSEILLES, BREMEN & HAMBURG: S.S. SAMBA ... 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENGAMBIA ... 6th April	FOR HAVRE & HAMBURG: S.S. LIBERIA ... 21st April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA ... 15th April	FOR HAVRE & HAMBURG: S.S. SILESIA ... 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SEGOVIA ... 14th April	FOR HAVRE & HAMBURG: S.S. SENGAMBIA ... 24th May

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th April, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of March	JAPAN	Second half of March
TJILATJAT	JAVA	Second half of March	SHANGHAI	First half of April
TJIPANAS	JAPAN	Second half of March	JAVA PORTS	First half of April
TJIRINTI	JAPAN	Second half of March	JAVA PORTS	First half of April
TJILIWONG	JAVA	First half of April	JAPAN	First half of April
TJIMAH	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor,
Hongkong, 31st March, 1908.

Telephone No. 375.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 8th April, Noon.
TIENTSIN	"CHEONGSHING"	Monday, 8th April, 4 P.M.
SINGAPORE & SOERABAYA	"CHUNSA"	Monday, 8th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 10th April, 3 P.M.
MANILA	"LOONGSANG"	Friday, 10th April, 4 P.M.
MANILA	"YUENSANG"	Friday, 17th April, 4 P.M.
SHANGHAI, YOKOHAMA, KORE MOBI	"KUISANG"	Friday, 1st May, Noon.

RETURN TOUR TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTANG," "NAMANG" and "FOERSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

A fully qualified surgeon is also carried.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chetoo, Tientsin and Newchwang.

For Freight or Passage, apply to: JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 6th April, 1908.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIEN" Capt. Veron	On 13th April, P.M.
MARSEILLES, VIA PORTS	"TOURANE" Capt. Lancelin	On 14th April, P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARBA" Capt. Seller	On 27th April, P.M.
MARSEILLE 3 VIA PORTS	"ARMAND BEHIC" Capt. Guionnet	On 28th April, P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

J. MILLET,
Agent,
Queen's Building.

Hongkong, 4th April, 1908.

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NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	"TAMBA MARU" Capt. O. H. Butler, Tons 6134	WED'DAY, 15th April, at Daylight.
COLOMBO and PORT SAID	"TAMBA MARU" Capt. Wm. Balbridge	WED'DAY, 29th April, at Daylight.
SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	"TOSU MARU," Tons 5823 Capt. J. Nagao	TUESDAY, 14th April, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"SHINANO MARU" Capt. K. Kawa, Tons 6388	TUESDAY, 23rd April, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO, KOBÉ and YOKOHAMA	"NIKKO MARU" Capt. T. L. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
KOBÉ and YOKOHAMA	"KUMANO MARU" Capt. N. Mathieson, Tons 5076	FRIDAY, 15th May, at Noon.
SHANGHAI, MOJI and KOBÉ	"TAKASAKI MARU" Capt. A. Mochi, Tons 4746	WED'DAY, 8th April, at Daylight.
	"KANAGAWA MARU" Capt. N. Mathieson, Tons 5076	WED'DAY, 15th April, at Noon.
	"KAGESHIMA MARU" Capt. N. Ohno, Tons 6189	SATURDAY, 18th April, at Daylight.
	"TAKASAKI MARU" Capt. T. Arakawa, Tons 468	MONDAY, 11th April, P.M.

* Calling at Shimidzu.
† Calling at Yokohama.
‡ Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chamber Road.

Hongkong, 2nd April, 1908.

T. KUSUMOTO,
MANAGER.

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DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Bilious Affections.



DINNEFORD'S
MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.
Safe and most
Effective Aperient
for
Regular Use.

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC."

COMPAGNIES DES MESSAGERIES
MARITIMES

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Medoc" and "Douro" from
Bordeaux ex s.s. "Ville de Lorient," in connec-
tion with the above Steamer, are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, To-day, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Underigned, Goods remaining unclaimed after
Monday, the 6th April, at Noon, will be
subject to rent and landing charges.

All Claims must be sent to me on or before
the 6th April, or they will not be recognised.

All damaged packages will be examined on
Monday, the 6th April, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 30th March, 1908.

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"INDIEN,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst., at 9.30 A.M.

All Claims must reach us before the 13th
inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

THE EAST ASIATIC CO., LTD.
MELCHERS & Co.,
Agents.

Hongkong, 2nd April, 1908.

6.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst., at 9.30 A.M.

All Claims must reach us before the 13th
inst., or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 2nd April, 1908.

5.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underigned on or before the 18th
inst., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 3rd April, 1908.

662.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"LANGBANK,"

Captain "Ron," having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for countersignature
by the Underigned, and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-day.

Any Cargo impeding ber discharge will be
landed into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 10th inst.,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd April, 1908.

664.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods, are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
intimation is given to the contrary before
Noon, To-day.

Goods not cleared by the 8th inst., will be
subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the
Godown for examination by the Con-
signees and the Co's representative at an
appointed hour. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.

No Claims will be admitted after the goods
have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 2nd April, 1908.

659.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer.

"DEVANHA,"

